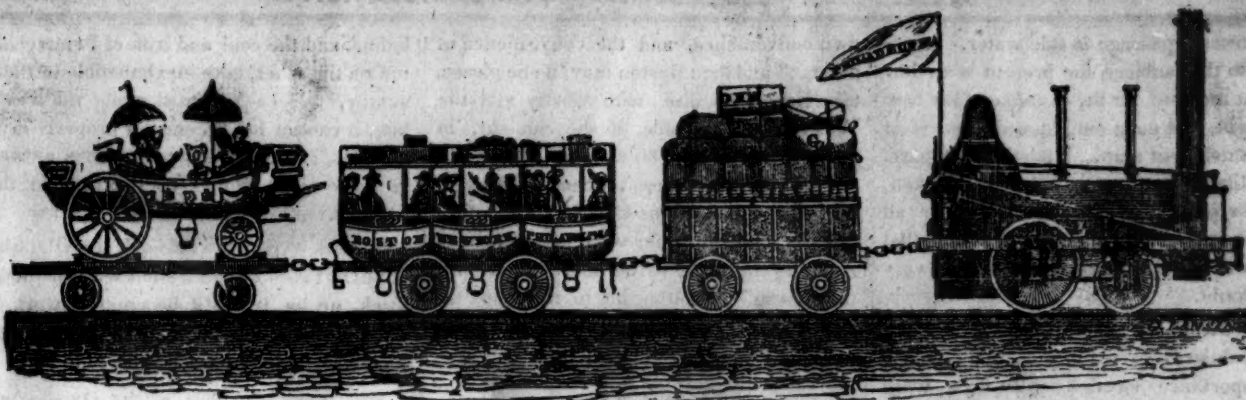


753



AMERICAN RAILROAD JOURNAL, AND ADVOCATE OF INTERNAL IMPROVEMENTS.

PUBLISHED WEEKLY, AT No. 35 WALL STREET, NEW-YORK, AT FIVE DOLLARS PER ANNUM, PAYABLE IN ADVANCE.

D. K. MINOR, EDITOR.]

SATURDAY, DECEMBER 12, 1835.

[VOLUME IV.—No. 49.

CONTENTS :

| | |
|--|-----|
| To Railroad Contractors; Internal Improvement Convention..... | 413 |
| Baltimore and Ohio Railroad Report..... | 416 |
| Railroad Intelligence—Railroad from the Banks of the Ohio to the Tide Waters of the Carolinas and Georgia..... | 418 |
| Supplementary Report..... | 420 |
| Canal Intelligence..... | 420 |

AMERICAN RAILROAD JOURNAL.

NEW-YORK, DECEMBER 12, 1835.

TO RAILROAD CONTRACTORS.—By the annexed notice it will be seen that another Railroad is progressing in the Southwest—a part of the country in which Railroads are to be more used and more useful—if possible than in any other—and we would direct the attention of our readers, whose interest may be thereby promoted, to the following notice of the President :

Proposals will be received at the Office of the West Feliciana Railroad Company, in the town of Woodville, (Mississippi,) until the 15th day of January next, (1836,) for grading, bridging and constructing the Railroad for said Company, or any number of Sections thereof, yet unfinished. This road extends from the Mississippi River, near St. Francisville, to the town of Woodville, about 27½ miles, passing over lands composed of light soil and clay, free from rock of any kind, and it is believed, holds out uncommon inducements to Contractors.

It is desirable that all the work in each Section, including grading, bridging and superstructure, should be embraced in the same contract, (the Company finding timber and iron;) It is requested that the proposals be made in conformity thereto.

As it is expected that periodical payments will be required, as the work progresses, it is therefore requested that the proposals state particularly the price for grading per cubic yard, bridging per foot, and the superstructure per mile,—and the time the same will be commenced and completed.—The superintending Engineer will be on the ground to give the necessary information.

The usual evidence of character, capacity, and responsibility, will be required.]

JOSEPH JOHNSON, Pres. W. F. R. C.

Woodville, November 12th, 1835.

INTERNAL IMPROVEMENT CONVENTION.—

It may perhaps be inferred, from the long delay in publishing the proceedings of the Convention, held at Utica, on the 11th of November, that we take very little interest in its objects and proceedings, as well as of that which is to be held at Albany on the 11th day of January next. Such inference, however, would be very wide of the truth, as many who know us, can bear witness. It may be proper, however, for us to say, that the delay has been entirely accidental, as well, we presume, in the omission, by those who prepared that report for publication, to furnish a copy for the Journal, as it has been in us, in not selecting it before from those papers in which it was published. They are now given, together with a circular, addressed by the Committee, to many gentlemen in different parts of the State, with a view of insuring a general attendance at Albany, of delegates from all parts of the State, that there may be an interchange of opinion, and a comparison of views, in relation to the adoption of measures that shall give renewed impulse, in this State, to the spirit of improvement which will carry out, to its full extent, the great system of Internal Improvement so happily, and so successfully, commenced in 1817.

It is important to a proper appreciation of what is now in contemplation, course of construction, and in successful operation, in other States, that we should assemble, in Convention, from all parts of the State, and communicate to each other the result of our inquiry and investigations, that the people at large may be apprised of the efforts now making to divert from their works, the immense trade of the West; and with a view of devising measures by which the numerous avenues in this State, yet unimproved, may be brought into use, that we may, at least, have a clear field, and fair competition with our neighbors, for the prize, whose value is, to this city, beyond computation.

It is much to be hoped that gentlemen of

enlightened minds and liberal views will be selected to attend the Convention; and that they will, when there, act in such a manner as will tend to the greatest benefit of the greatest number, by advocating such works as will, when completed, insure the construction of numerous others, and they in their turn of others, until the State shall be intersected, in all directions, by easy modes, and as direct as possible, of reaching market. It is not to be supposed, that gentlemen will not look with some interest to those works which will promote the prosperity either of themselves or their friends; yet it is the duty of every man, and it will, no doubt, so be manifested by the Convention, to merge small, local, or sectional matters, in those of greater magnitude, and thereby insure, at an early day, the accomplishment, by force of public opinion, of those secondary works, which will then be not only of great convenience to community, but also of profit to those who embark in them; whereas, if undertaken previous to the construction of the great thoroughfares, they would be comparatively valueless.

Were it not that we might be thought desirous to lead in the matter, or to direct public opinion, we might give our views as to some of the most important works which should engage the deliberations of the Convention; but as we may be thus viewed by those who are unacquainted with us, we will not venture further upon this point than barely to allude to a few of those great routes, which cannot escape the most casual observer—who gives the subject a thought—leaving the others for the consideration of those more interested, and better qualified to show their importance.

Among other important matters, they will doubtless consider the necessity of so enlarging the Erie Canal, and of connecting it with Lake Ontario, and that lake to Erie, by a Canal around the Falls of Niagara, as to insure the business, which naturally, and always, will follow that channel, an easy and

unobstructed passage to tide water. In relation to that subject, the present is an important moment, for the exercise of the best judgment, and most enlightened forecast of every intelligent man. It is of vast importance that whatever may be undertaken, shall be so accomplished as to render all further enlargement unnecessary—and that such will be the result, we entertain very little doubt.

The Olean Canal is also a work which will doubtless receive that attention to which its importance entitles it. It is a work which will ultimately afford to this city a large amount of valuable timber; and enable many, who now realize but small profits from their lands, to share with the inhabitants of the more favored sections of the State, in the rich returns which an improved navigation to market enables them to derive. These are of immense importance to the people during a part, say about seven months of the year—and they will therefore be properly considered.

It is, however, in this age of *improved locomotion*, a subject of the first importance, as well to the whole country, as to this city, that other modes of communication should be adopted between this great commercial emporium, and the vast country which contributes to its prosperity; that there may be a constant, easy, cheap, expeditious and unobstructed intercourse, not only for travel, but also for transportation, AT ALL SEASONS OF THE YEAR.

Such has been the march of improvement, and such the increase of facilities for doing business, within the last ten years, that nothing short of the *whole year* will now satisfy us for the transaction of business; it, therefore, becomes our imperative duty to urge forward those great works that have been projected, which, when completed, will not only annihilate time and space, but also *winter and ice*, so far as they have heretofore tended to obstruct the regular course of business between this city and Albany, and the western part of the State.

The charter granted in 1832 for a Railroad from this city to Albany, on the east side of the Hudson, will, beyond all question, be renewed during the ensuing winter by our Legislature; and the Road *must now*, of course, be constructed, by way of self-defence, in consequence of the determination of the people of Boston to remove up to Albany—or rather to remove Albany, and a good portion of our western business, to Boston—by the Railroad between these two cities.

We say, New-York *must construct* this Railroad, on the east side of the Hudson, in *self-defence*; and while our hand is in, and by way of retaliation, we will run close alongside of the land of "Blue Laws," and the "Old Bay State," and occasionally board them, in search of such productions of their soil, as will contribute to "our

own convenience, and the convenience of others;" and then Boston may, if she please, take New-York *also*, with Albany and the Western Canal trade, if she can—or, in sober earnest, the citizens of New-York will not permit Boston to become the seaport of the line of our Canals, during four months of the year, for want of a means of reaching our own better market. Should they do so, by inattention to their best interests, and by an omission to open this channel of communication, then will Boston not only become the seaport of this State, and of the West, for one-third of the year, but she will be richly entitled to the prize she will thus have gained. This road must, and will be constructed; and in order to give as wide a scope as possible for business, inasmuch as it must, for 7 or 8 months of the year, run an express against the *Hudson River*, it will probably take an inland route; and perhaps in some places even touch upon Connecticut and Massachusetts, and probably connect at Stockbridge with the main Boston line, thereby making a part of the route a common track, which must, of course, make it uncommonly productive stock.

In addition to this Road, which will, during the winter, receive all the travel and transportation, and in summer, at least a share of the travel from the north and west of Albany, destined for New-York; we must refer to another of still greater importance, and which has the advantage of the first, in the circumstance of its being already commenced—the New-York and Erie Road. This Road will not only become a great thoroughfare for all kinds of business for, and from, the far west, but it will become the grand *track* for a numerous family of lateral roads, which will connect it with the Canal and the country beyond it—thus opening to almost the whole State, an easy and expeditious mode of getting to and from market, at all times and seasons of the year.

The most important of these branch Roads, are the Bettsburgh and Utica Road, which will probably eventually be continued on from Utica to St. Lawrence county—the Binghampton, Courtland and Syracuse Road, which will be continued to Wattertown, in Jefferson county—thereby opening an easy channel for the distribution of the immense salt works at Salina and Syracuse, and of supplying that region with the coal and iron of Pennsylvania. In relation to this Road, the people are now just beginning to move, as will be seen from a Circular, in this number of the Journal. Of much of this route we can speak from personal observation, and we hesitate not to say, that a more feasible one, of equal extent, cannot be found in the country; and very few, indeed, which will afford the same amount of permanent business, aside from the products from the cultivation of the soil. With the salt works at one end,

Salina, and the coal and iron of Pennsylvania on the other, both inexhaustible in their supply, and each wanted along the whole line, it cannot but become, if properly constructed, one of the most profitable, as well as convenient, works of the kind in the country.

To this work we would ask the attention of all, as taken in connection with the main track, or by itself, it becomes a work of much interest and importance; and should not, therefore, be passed lightly over.

The next in order is the Owego and Ithaca, which will eventually be continued, not only to Geneva, but also to Auburn, connecting at each of those places with one, which will, at an early day, extend from Albany to Buffalo. Another branch will be made from Steuben, or Alleghany county, to Rochester, and another from some point still farther west to Buffalo, thus intersecting the whole State, at short intervals, and thereby removing almost *every farm in the State* to within from one to three days travel of this city; and at the same time secure to the city of New-York the business of the west, and to the people of New-York the profits of its transportation; and what is of far more importance, the reputation of being not only first in population, but also first in Internal Improvements, and in Agriculture.

With these important facts before the people, we have not a doubt but that a Convention will assemble at Albany which will do credit to the State; nor that it will, when assembled, take an enlarged and liberal view of the subject on which it came together; and therefore great good must result from the intercourse of so many intelligent men, engaged in the same cause.

NEW-YORK, 30th Nov., 1835.

Sir,—By the direction of the "Internal Improvement Convention of the State of New-York," lately assembled at Utica, the undersigned request your patriotic attention to the subjoined proceedings of the Convention.

It is certain that many lines of intercommunication, in this great State, remain unimproved, to the manifest inconvenience and loss, of large masses of our citizens, while the vast works, completed and in progress, in neighboring States, enable their inhabitants to reap the advantages to be derived from an extended inland commerce.

The season of frost, which is now closing and rendering useless, for nearly half the year, the only great work of this State, may be deemed a suitable occasion to invite our fellow citizens seriously to reflect upon what should be done, to improve our condition, and to enable us to compete with our sister States. Your personal exertions are solicited, to induce the citizens of your County to assemble, without delay, and to appoint delegates to the Adjourned Convention, to be held

at Albany, on Monday, the 11th of January, 1836.

We are, respectfully, your fellow citizens, and obedient servants.

J. G. SWIFT, 2d Vice President.

DAVID C. COLDEN, Secretary.

INTERNAL IMPROVEMENT CONVENTION OF THE STATE OF NEW-YORK.

The Delegates to this Convention assembled at the Court Room, in the city of Utica, on Wednesday the 11th inst., agreeably to the published call for the Convention, by the Circular of the Chairman of the American Institute. For the purpose of a temporary organization, Gen. JOSEPH KIRKLAND, of Utica, was called to the Chair, and HENRY LOUCKS, Esq., of Montgomery, appointed Secretary. The following Delegates presented their credentials of appointment, and took their seats in Convention:

Long Island.—Edward Copeland, J. G. Swift, H. E. Pierpont, Morris Van Buren, George Hall.

City and County of New-York.—Henry Yates, James B. Murray, H. H. Elliott, John R. Peters, Joseph Blunt, D. C. Colden, Philip Kearney, Joseph E. Bloomfield, Curtis Bolton.

On behalf of the American Institute, New-York.—George Sullivan, Thaddeus B. Wakeman.

Canajoharie and Catskill Railroad Company.—Thos. B. Cook.

Montgomery.—Andrew B. Calhoun, Gerit L. Roof, Henry Loucks.

Herkimer.—Dr. Doolittle, Charles Grey.

Utica, Oneida county.—Joseph Kirkland, Theodore S. Gould, Thomas Walker, Hiram Denio, T. S. Faxon, Samuel Farwell, Chester Griswold, Willard Crafts, Thomas Goodsell, Samuel Beardsley, Rutger B. Miller, Joshua A. Spencer.

On behalf of the Mechanics' Institute, Utica.—Gardiner Tracy, Thomas Colling, Robert M'Bride, John Parsons, Jacob D. Edwards, Samuel P. Lyman.

Clinton, Oneida county.—A. S. Ruddock, Henry G. Everett, Samuel Comstock.

Whitesboro, Oneida county.—S. Newton Dexter, William S. Wetmore, Ichabod C. Baker, George Balis.

Rome, Oneida county.—Henry A. Foster, Benjamin P. Johnson, Joseph Stringham, Calvin B. Gay.

Vernon, Oneida county.—Luke Hitchcock.

Oswego.—T. S. Morgan, G. F. Falley.

Lewis county.—Daniel F. Buck, Sylvester Miller.

A resolution was then adopted that a committee of twelve persons should be appointed by the Chair, to report the names of officers to preside over the deliberations of the Convention. The following persons were appointed by the Chair, agreeably to this resolution:—Messrs. Yates, Wakeman, Blunt, Swift, Tracy, Falley, Buck, Loucks, Cook, Walker, Baker, and Foster.

The Convention then adjourned to meet at the Common Council Room, at 7 o'clock.

7 o'clock, P. M.

The Convention assembled pursuant to adjournment. The committee to report

the names of presiding officers, reported as follows:

For President, Hon. SAMUEL BEARDSLEY, of Oneida.

For 1st Vice President, SYLVESTER MILLER, of Lewis. For 2d Vice President, Gen. J. G. SWIFT, of Kings.

For Secretaries—DAVID C. COLDEN, of New-York, and THEODORE S. GOLD, of Oneida.

On motion of Mr. Copeland, the Report of the Committee was adopted, and the officers named by the Committee took their respective seats.

The following Resolutions were then submitted, and severally adopted by the Convention.

Resolved, That in view of the great and growing interests of this State, and the certain prospect of a continued and rapid increase of its wealth and its commerce, it is incumbent upon the citizens thereof, to unite in adopting such measures as may be calculated to promote Internal Improvements, upon a scale corresponding with our resources, and with the laudable enterprise of the people.

Resolved, That the several counties which have not sent Delegates, be requested to send Delegates to this Convention, at an adjourned meeting: the counties to send three times the number of their representatives in the Assembly, respectively.

Resolved, That when this Convention adjourn, it shall adjourn to the 2d Monday of January next, to meet at the Capitol in the city of Albany.

Resolved, That a Committee, consisting of three members from each Senatorial District, be appointed to facilitate the assembling of said Convention, and that they also be desired to submit a plan for a permanent organization, together with such other matter as they may deem expedient for the action of said Convention.

Resolved, That the said Committee be appointed by the officers of this Convention.

Resolved, That the officers of the Convention be requested to take the necessary steps to procure a full and general representation to the contemplated Adjourned Convention, and that they be authorized to fill all vacancies which may occur in any Senatorial Committee.

Resolved, That a committee of seven be appointed to collect information as to the annual cost of the post and county roads, in this State, and to report, at the next meeting of this Convention, a system for permanently improving their condition.

The following gentlemen were appointed:

Messrs. Blunt, Lee, Swift, Pierpont, Cook, Schermerhorn and Lyman.

Resolved, That when this Convention adjourn, this evening, it adjourn to meet at 10 o'clock, to-morrow morning.

Resolved, That a Committee of ten be appointed by the chair to report to this Convention, at its meeting to-morrow morning, subjects for its consideration.

The following gentlemen were named by the Chair, as members of the above committee:

Messrs. Bloomfield, Foster, Swift, Murray, Spencer, Elliott, Loucks, Falley, Buck and Grey.

Communications were received from Ro-

chester, and from the Hon. Gideon Lee, which were severally read and laid on the table.

Convention adjourned to meet to-morrow morning at 10 o'clock.

Before the Convention adjourned, the President rose, and stated that he must, in discharge of his official duty as member of Congress, be absent at the contemplated adjourned meeting of the Convention, nor could he perform the duties devolving on the officers of the meeting, by one of the resolutions adopted; he must, therefore, request the Convention to select another presiding officer in his stead.

Nov. 12—10 o'clock, A. M.

The Convention re-assembled according to adjournment, at 10 o'clock. After the organization had taken place, the President repeated the suggestions made by him last evening, and proffered his resignation.

It was Resolved, That the resignation of the President be accepted, and that the first Vice President, Dr. Sylvester Miller, be requested to preside.

Joseph E. Bloomfield, in behalf of the committee of ten, appointed at the previous sitting of the Convention, then made their unanimous

REPORT.

Whereas, the growing interests of this State require the timely provision of means to give efficient aid to the development of the resources of our vast interior—And whereas, it is important that information on the subject, be collected and disseminated among the people of this State—And whereas, it is believed that we have among us public spirited citizens, willing to devote an adequate portion of their time to promote plans which would be calculated more rapidly and effectually to realize the vast resources which are yet but partially brought into action; therefore,

Resolved, That it is recommended to form a *State Society for the promotion of Internal improvements*, and that this Convention, at its adjourned meeting, adopt means to organize the same; the duty of which society shall be, to collect and diffuse such information as may be deemed of public utility. The society shall consist of a member from each county in this State, who shall appoint such officers and agents, and adopt such by-laws and regulations as they may deem necessary.

Resolved, That to enable the society to execute its functions, each county in this State be requested to form therein a *County Society of Improvement*, which society shall, at its stated meetings, propose plans of public utility to the State Society, and shall raise such sums by subscription, as the friends of Internal Improvements may find it proper to subscribe, to defray every expense incidental to carry into effect the operations of the State Society; and to remit the amount of such funds to the Treasurer thereof.

Resolved, That the State Society petition Congress to appropriate means to improve the Atlantic and Lake frontiers of this State, for naval and commercial purposes.

Resolved, That it is earnestly recommended to the people of this State, to take early measures for the construction of a

Ship Canal around the Falls of Niagara, by an application to the State Legislature, or Congress.

Resolved, That the members of Congress from this State, be requested to urge upon the consideration of that body the propriety of allowing foreign goods to be transported across the territory of the United States, under proper regulations, to the provinces of the Canadas.

Resolved, That in carrying out the views of this Convention, all local and sectional jealousies should be deprecated, and that the people of this State owe it to themselves to direct their combined energies to the speedy completion of all the great works of Internal Improvement, tending to facilitate the intercourse between the different sections of this State with each other and with the other States.

It was then Resolved, That the report be laid on the table for the consideration of the Convention at their adjourned meeting, and the committee be discharged.

It was then Resolved, That this Convention do adopt the fifth resolution reported by the committee.

The following resolution was then presented, by Mr. Copeland, and laid upon the table: "That it be very respectfully recommended to the Legislature to cause a topographical, and, if of sufficient importance, a geological survey of the State, or as much of it as may not already have been surveyed, for the purpose of having before them such information of a definite character, as will enable them to form a just estimate of the wants of every section of the State."

Resolved, That the thanks of this Convention be presented to the Authorities of the city of Utica for their attention in procuring a room for the use of the Convention during its present sitting.

The Vice President, in conformity with a resolution of the Convention, then announced the following gentlemen as committees in their respective Senatorial Districts:

1st District—Stephen Allen, Charles Henry Hall, John A. King.

2d District—George D. Wickham of Orange, Allen McDonald of Westchester, and Albro Aikin of Dutchess.

3d District—Samuel Cheever of Albany, Richard P. Hart of Rensselaer, and Alonzo C. Paige of Schenectady.

4th District—Edwin Dodge of St. Lawrence, Luther Bradish of Franklin, Richard Keese, of Clinton.

5th District—Hiram Denio of Oneida, Isaac W. Bostwick of Lewis, and Alvin Bronson of Oswego.

6th District—John H. Prentiss of Otsego, Chas. Pumpelly of Broome, and I. S. Beebe of Tompkins.

7th District—John Wilkinson of Onondaga, Azariah Smith of Onondaga, and Gerard Wilson of Ontario.

8th District—Elisha B. Strong of Monroe, Jas. Stryker of Erie, and Benjamin Chamberlain of Cattaraugus.

Resolved, That the thanks of the Convention be presented to the officers of the meeting.

Resolved, That the proceedings of this

Convention be published, and that the officers, including the late President, be requested to subscribe their names thereto.

The Convention then adjourned.

SAMUEL BEARDSLEY, Pres't.
SYLVESTER MILLER, } V. Pres'dts.
J. G. SWIFT, }

DAVID C. COLDEN, } Secretaries.
THEODORE S. GOLD, }

In connection with the proceedings of the Convention published above, we give the letters below—one of them written by the Hon. Gideon Lee, now member of Congress elect from New York, and the other by Mr. Schermerhorn of Rochester, in behalf of the delegation from that city.

New-York, Nov. 7, 1835.

Henry Yates, Esq. Chairman.

My Dear Sir:—I am gratified with the proposed measure of a State Convention at Utica, relative to the prospective internal improvements of our great and growing State. I think the measure will elicit and concentrate a mass of information on this important subject, calculated to produce greater uniformity of sentiment and greater unity of action than has been, and, I trust, will result in the adoption of some general practical system, promotive of this great paramount public interest.

I regret that recent engagements, added to old ones, put it out of my power to attend personally. Your obed't serv't,

GIDEON LEE.

Rochester, 9th Nov. 1835.

To the Chairman of the Convention to be held at Utica on the subject of Internal Improvement, 11th Nov., 1835.

Dear Sir:—At a public meeting held in this city, pursuant to notice, five delegates were elected to meet with you at Utica: unforeseen circumstances prevent a majority from attending; we therefore shall not be represented. We cordially approve of the call for a Convention, and shall be happy to co-operate with you in any measure to advance the interests of our State.

We are deeply sensible of the importance of constructing and improving canals, rail and common roads, for the convenience and benefit of the State generally.

Respectfully, your ob't serv'ts.

J. M. SCHERMERHORN,
For the Committee.

BALTIMORE AND OHIO RAILROAD REPORT.—We commence in this number, the sixth annual report of JONATHAN KNIGHT, Chief Engineer of this Road. The first part, or rather first report, for there are two, relates to the Road and affairs generally of the Company. The other part, or second report, refers particularly to the examinations and surveys of routes for the Road from Cumberland to the Ohio River, at Pittsburgh and Wheeling. We shall give this report entire, notwithstanding its great length, that our readers may see and duly appreciate the obstacles to be overcome in crossing the Alleghanies, and the enterprise and energy of our neighbors of Baltimore which grapples with them, and which, we

doubt not, will successfully overcome—as well as to place within their reach much useful and valuable information; by which all interested in such works may be stimulated to renewed efforts in the outset, as well as profit by the information in their operations.

Sixth Annual Report of the Chief Engineer of the Baltimore and Ohio Railroad.

ENGINEER'S OFFICE, BALTIMORE }
AND OHIO RAILROAD, }
Baltimore, October 5, 1835.

To PHILIP E. THOMAS, Esq.

Pres't Baltimore and Ohio Railroad Co.

The time for making the annual statements relating to the affairs of the Railroads in charge of this Company, having arrived, I have now the honor to present my sixth annual report.

It was stated, in my report of last year, as probable, that a single track of railway upon the Washington Branch Railroad, would be opened and travelled from Baltimore to the line of the district of Columbia, by the first of July then next; and it is with unfeigned satisfaction, that I am now enabled to state that the result is in accordance with the belief then entertained: For on the first day of July last, a locomotive engine, with a train of cars containing the President, Directors, and other persons, went and returned over the entire space mentioned.

Within the present year, the Company, availing itself of the legislation of the general government, and of the most friendly and enlightened grants of the municipality of the city of Washington, has pushed forward the work with unfaltering energy, having completed the graduation and masonry, and the laying down of the first track of Railway for a distance of about three miles within the District of Columbia to the boundary of the corporate limits of Washington, and likewise for an additional distance of about 1½ miles within those limits to Pennsylvania Avenue, in that city; so that the entire line was opened for travel on the 25th day of August last, on which day the President and Directors opened the Road with appropriate ceremonies; four of the locomotives, with their respective trains, having, on this interesting occasion, passed from Baltimore to Washington and returned during the day, conveying nearly one thousand persons—the speed being about twenty miles an hour.

In the very short time of a few months, say in less than two years, the formation of this Road, involving the building of upwards of 46,000 perches of masonry, and the excavation and removal of nearly 2,000,000 cubic yards of earth, have been effected, and in the same period, a single track of Railway upon the entire distance (30½ miles), and 5 miles of the second track in the principal excavations, have been laid. I congratulate the Board upon so speedy a completion of the work to the extent described, and at a cost which puts it beyond doubt that when the second track shall be completed, the total amount of expenditure upon the construction of this Railroad will fall short of the lowest estimate made by me, and which was reported on the 27th July, 1833. See 7th Annual Report of President and Directors, page 59.

Since the opening of the Branch Road, as above mentioned, two locomotive engines have been employed upon it in the convey-

ance of passengers, each making one circular trip, daily, and no trip has been lost, or even delayed, beyond a few minutes.

The time consumed in making a trip with the engine, is usually from 2 hours 10 to 2 hours 20 minutes; although sometimes the journey has been made in 2 hours. The average time, however, has been about 2 hours 15 minutes, with a running velocity of about 20 miles an hour, but inclusive of the time spent at the water stations, the average speed is about 16 2-3 miles per hour. This is quite a high velocity, considering the rawness of the embankments and the consequently liability to derangement in the Road, as with the utmost care, unequal settlements of the rails will occur, and may have an evil effect before a readjustment can take place: And this may happen on many parts of the line at the same time, especially on occasions of heavy rains. These reflections would seem to suggest the propriety of a lower rate of speed, until the subsidence of the embankments had rendered the road more permanent, after which the journey might be made in 2 hours—meantime 15 miles an hour would be more safe, and at this speed the time would be 2 hours 30 minutes.

It was stated, in my last annual report, that the graduation and masonry upon the sixth division of the Baltimore and Ohio Railroad, were then completed, and that in the course of that season, a single track of railway would probably be laid down the entire length of this division, extending up the Potomac, and along the margin of the Chesapeake and Ohio Canal, from the Point of Rocks to the bridge at Harper's Ferry. This expectation was duly fulfilled, and the Road was opened for travel on the 1st day of December last, from which time the trade and travel have continued to pass upon the Railroad between this city and the point to which the Road is finished opposite to Harper's Ferry, without any serious interruption.

The plan of a viaduct to be erected across the Chesapeake and Ohio Canal and the Potomac River at Harper's Ferry, has been designed chiefly by my late assistant, B. H. Latrobe. The mason work of this structure which is (besides other uses) to form a connection between the Baltimore and Ohio and the Winchester and Potomac Railroads, has already been contracted for, and it is intended likewise to contract for the superstructure, which is to be of wood, as soon as practicable; in order that the entire viaduct may be finished in the shortest time possible.

For the details relating to the construction upon both Railroads, I refer to the report of Casper W. Wever, superintendent of graduation, masonry and construction.

The surveys and drawings connected with them having been generally completed to Harper's Ferry and to Washington, the services of several of my assistants have been dispensed with; of this number are Benjamin H. Latrobe, who is now Chief Engineer upon the Baltimore and Port Deposit Railroad, and Henry R. Hazlehurst, and James Murray, who are likewise upon that Road as his assistants.

In the department of machinery the constructions have advanced successfully as regards cars and coaches, as well as locomotive engines, in all of which, I am happy to say, our efforts have been crowned with the most brilliant success. For the details in this department of the service, I refer to the Superintendent of machinery.

With regard to the locomotive engine, we have to remark that no changes in the

principle of its construction, have been introduced and adopted since last year. The working of these American engines proved so satisfactory that it was thought more advisable, inasmuch as the branch to Washington was to be travelled exclusively by the power of steam, to construct, without delay, a sufficient number of them to insure a successful commencement and continuance of the transit between Baltimore and the capital of the Union, than by attempting to improve so costly a machine, that already worked so well, and by that means risking the chance of a failure in the requisite supply of locomotive engines. Some slight modifications, however, have been usefully made, whilst others, of the decided value of which, time only can test, are in the course of experiment.

In the report of last year, it is stated that the diameter of the working cylinders of the "Arabian" engine were each 12 inches, and the stroke 22 inches. All the engines since made, however, whilst the same length of stroke is preserved, have the diameter of their cylinders increased to 12½ inches: and this was justified by the competency of the boiler to generate steam enough to work the enlarged cylinders with effect.

It was likewise mentioned in my last Annual Report, that the waste steam, in passing from the cylinders to the fan-wheel was transmitted in a hollow belt, encircling the boiler, in which belt the water pipes leading from the supply pumps were inclosed, in order that the water in its passage to the boiler might receive heat from the waste steam. In relation to this mode of saving fuel, or increasing the supply of steam, we have now to say, that in consequence of being attended with two evils, the plan failed to realize the benefits expected from it. In the first place, the reaction of the water immediately before the closing of the valve caused a sudden and powerful strain, upon the long and slender pipe, in which that fluid was enclosed, by which means the failure of the pipe at the joints, or in some other place, would often take place: and when this happened the pipe was not easy of repair, by reason of the difficulty of access to it. In the second place the transmission to the water of the calorific of the steam, so far condensed the latter as to render its elasticity unequal to the production of the requisite blast, by means of the fan-wheel. The plan of the belt and its inclosed pipes was therefore abandoned, whilst the steam was conducted in a different manner, and more directly from the cylinders to the fan-wheel: at the same time the engine continued to work remarkably well, although, as was supposed, with less economy than if the heat of the waste steam were imparted to the water, previously to the injection of the latter into the boiler.

To effect the accomplishment of this purpose it was proposed by Ross Winans, assistant engineer of machinery, to cause the waste steam, after it should have operated upon the blowing apparatus, to pass through 100 copper tubes, each half an inch in diameter and 15 inches in length, contained and fixed within a cylinder 14 inches in diameter and 15 inches in length; which cylinder is attached to the exterior of the boiler, and with the fixtures of the fan-wheel, presents a uniform finish. The water on its way from the force pumps to the boiler is impelled into and through the cylinder amongst the copper tubes, through which the steam is discharged, as above mentioned, by which expedient the boiler would be supplied with water already charged with a considerable degree of heat,

The apparatus for heating the water before it is thrown into the boiler, as last described, has been made and attached to one of the engines of the latest construction; but there has not yet been time to measure the utility of the contrivance by the test of experience.

Subsequently to the construction of the "Arabian" engine described in the last report, weighing 7½ tons, an increase of weight to the extent of about one ton appears to have been introduced, so that the engines of the most recent construction weigh about 8½ tons. The augmentation in weight has accrued from an increase of metal in the wheels, and in several other parts, being introduced in order to secure greater permanency and durability in the machine.

The opinion was expressed in my last Annual Report that an engine of 6½ tons would have sufficient adhesiveness for the conveyance of passengers upon the branch road to Washington; and if an engine of this weight could be made of sufficient strength and durability of parts, and having at the same time a capacity to supply steam enough to maintain the desired speed; such should be the class of engines to be employed upon that road. The immediate necessity, however, for fabricating a number of engines sufficient to effect the business that would be required, has prevented an effort to produce a locomotive engine of the desired weight: at the same time we have sanguine hopes that success will attend our labors, in this respect also, whenever the effort can be considerably made.

In relation to the power of the Arabian engine the result of an experiment was given in the Report above mentioned, by which it appeared that this engine, the adhesions of both pairs of wheels being employed, drew after it, exclusive of the tender, upon a level part of the Baltimore and Ohio Railroad 112 tons 18 cwt. 1 qr. gross at a speed of 11.79 miles per hour, and it ascended a grade of 17 feet per mile in a curve of less than 1000 feet radius at the rate of 6 or 7 miles an hour. Engines of such power, as were here displayed, would seem to be capable of doing any kind or amount of business that commerce or intercourse should demand; nevertheless, those subsequently made, whilst they have been somewhat augmented in mass, have come forth with a power of steam and of traction hitherto unequalled, weight for weight, it is believed, in the operations of the locomotive steam engine. One of them drew upon the occasion of opening the branch to Washington, on the 25th of August last, 250 persons in 5 eight-wheeled coaches, being a gross weight of about 47 tons; at a speed of 20 miles an hour, and at this rate too up the ascents of 20 feet to the mile, of which grade there are on that road 5 or 6 consecutive miles.

The power of one of the new engines of 8½ tons, called the "George Washington," was recently tested upon the Washington Branch Railway. It drew a train of 30 freight cars and one passenger coach, weighing, exclusive of the engine and tender, 113 tons gross. With this load the time in passing over 29 miles of the road towards Washington was 2 h. 44 min. 30 sec., including the time consumed in stopping by the way to replenish with water, &c., amounting to 32 min. 40 sec. And the time employed in returning over the same distance, with the same train, was 2 h. 30 m. 33 sec., including stoppages to the amount of 25 min. 55 sec. In the one direction the average velocity whilst in motion was, therefore, 15.2, and in the other 14 miles

per hour. The road at the two ends of the journey is nearly upon the same level, yet the part at Washington is lower by about 20 feet than at the commencement of the branch at the Patapsco.

The average speed, though great with the enormous load mentioned, does not furnish a just measure of the full power of this engine: on account of the extent of the level and descending parts of the way, the speed might have been much greater, but extreme velocity was not the object of the experiment, and the supply of steam in the cylinders was regulated by the Engineer so as to approximate to a uniformity of speed upon all parts of the road. It is upon the ascending parts of the Railway, therefore, that we are to look for the full display of power on this occasion: and it was observed that the train ascended 5 consecutive miles of the road, having a uniform ascent at the rate of 20 feet to the mile, in 26 min. 8 sec., being a velocity at the rate of 11.48 miles per hour. Here, the weight of the tender being 5½ tons, and the resistance upon a level part of this Railway being assumed at 11 lb. per ton, the force of traction required to balance the friction and gravity of the train of 113 tons was 2203 lb. whilst, allowing for the gravitating tendency down the descent, of the engine and tender, it will appear that the engine did, upon this occasion, exert a power of traction, (beyond what was sufficient to overcome the friction upon a level, of itself and tender) equal to 2322 lb. at a speed of 11.48 miles per hour; being equal to the conveyance upon a level at this velocity of a train of cars weighing gross 211 tons.

This engine, with several others of the same model, have been built during the past year, at the Company's workshop, by the contractors Davis and Gartner, which firm is now dissolved in consequence of the lamented death of Phineas Davis, the efficient partner, who attended personally to the planning and construction of the engines; and to whose genius and worth, the world is indebted for several valuable improvements in Railway machinery.

For the operations relating to transportation, I must refer to the Report of the officer having charge of that department of the service.

With the approbation, and at the solicitation of Samuel Sprigg and Joseph Caldwell, Esquires, on behalf of the citizens of Wheeling and its vicinity, and of John Thompson, Esq., residing at the Flats of Grave Creek, on behalf of the interests at that place and its neighborhood, I commenced early in the month of May last, a reconnaissance of the Alleghany mountains, and the country generally, from Cumberland, in Maryland, to the Ohio River at Wheeling, and likewise at the Flats of Grave Creek, in Virginia, with a view to judge of the practicability of obtaining a route for a Railroad from the Potomac at Cumberland, to the Ohio River at the points just mentioned.

The examination was likewise carried to the Ohio River, at the city of Pittsburgh.

In the course of this reconnaissance, many difficult defiles in those mountainous regions were penetrated and examined, and connections traced between the gaps, which nature has formed, in the various parallel chains of which the Alleghanies are composed; and access was had to all the authorities that could shed light upon the topography of the country in question, either as to distances or attitudes.

These examinations have resulted in a perfect conviction on my part, of the en-

tire feasibility of a Railroad from Cumberland to the Ohio River: and moreover, that it is entirely practicable to construct a Railroad, within reasonable limits of expense, from Cumberland to Wheeling, and likewise to Pittsburgh, upon which the motive power may be that of steam by locomotive engines, and dispensing entirely with fixed or stationary engines, with their inclined planes, ropes, and other fixtures.

For a more detailed account of the reconnaissance and the results, and of the capabilities of the locomotive engine in traversing different grades at various velocities, reference is made to my report to the Committee of the 30th ult. upon that subject; which report I hereunto annex, accompanied with a map of the country from Cumberland to the Ohio River, exhibiting the routes examined.

Respectfully submitted,

J. KNIGHT,

Chf. Engr. Baltimore and Ohio Railroad.

RAILROAD INTELLIGENCE.

CHARLESTON AND CINCINNATI RAILROAD.

In this number will be found the Report referred to in our last in relation to this contemplated improvement. With this, and the more certain improvements in Pennsylvania and Maryland staring us in the face on the South—the Railroad from Albany to Boston on the East—and the improvements going on in Canada on the North—it becomes the State of New-York to move, soon, steadily, onward, or be eclipsed as she will richly deserve, and as we hope she will, by her more considerate and enterprising neighbors.

Railroad from the Banks of the Ohio River to the Tide Waters of the Carolinas and Georgia.

PROCEEDINGS IN CINCINNATI.—On Monday evening, August 10th, 1835, a public meeting of citizens of Cincinnati, was held at the *Commercial Exchange*, for the purpose of promoting the construction of a Railroad, from Newport or Covington, opposite Cincinnati, to Paris, in Bourbon county, Kentucky. After the requisite proceedings on this subject were concluded, Dr. Daniel Drake offered the following resolution:

Resolved, That a committee of three be appointed to inquire into the practicability and advantages of an extension of the proposed Railroad, from Paris into the State of South Carolina.

Which, being unanimously adopted, Dr. Drake, J. W. Bakewell, and J. S. Williams, were appointed said committee.

The meeting then adjourned till the next Saturday, the 15th, when a number of gentlemen from Newport and Covington were present. An elaborate report from the pen of Mr. Williams having been made on the subject of the Railroad to Paris, and the steps necessary to promote a survey of the route taken, the committee on the extension of the road into the southern States, were called upon, when Dr. Drake presented and read the following report:

The committee to whom was referred the subject of a Railroad from the valley of the Ohio River to the maritime coast of the Carolinas and Georgia, having in a general manner considered its practicability and

advantages, beg leave to submit the following

REPORT.

The States which border on the Ohio, or are watered by its great tributary streams, are western or tramontane Pennsylvania and Virginia, Ohio, Indiana, Illinois, Kentucky, and Tennessee; nearly through the centre of which that river flows, almost parallel with the sea coast of the old southern States. From the seven States above mentioned, there are highways of communication with the ocean in but two directions—northeast, and southwest. The former, consisting of several distinct lines of river, canal, Macadamized and Railroad communications, reaches the Atlantic ocean between the west end of Long Island Sound and the mouth of the Chesapeake Bay—from New York to Norfolk—a distance, on a straight line, of 300 miles: The latter communicates with the Gulf of Mexico by the delta of the Mississippi. Between these two points of marine connection with the interior, is a coast nearly 3000 miles in extent, constituting the seaboard of southern Virginia, North and South Carolina, Georgia, Florida, Alabama, and Mississippi, with which the States in the valley of the Ohio have no direct communication, even by means of a good post road, so that the mail to the northern frontier of Georgia and the Carolinas, not three hundred miles distant from the banks of the Ohio, in a straight line, is actually sent by Washington City, on a route nearly four times as long. With that part of the southern coast which lies west of the peninsula of Florida, the Ohio States have already intercourse, by the Mississippi River; but with the region east of that peninsula, they are destitute of all adequate means of commercial and social connection. Here then is a great *desideratum*, which can be supplied in no other manner than by the contemplated Railroad.

Starting, perhaps from more than one point on the Ohio River, in the State of Kentucky, this road should stretch nearly south; and branching, when it enters the Carolinas and Georgia, to reach their tide waters at several different places. Taking Cincinnati as a city intermediate between Maysville and Louisville, and Charleston as intermediate between Wilmington, in North Carolina, and Augusta, in Georgia, the road might be said, more especially, to connect Cincinnati and Charleston, and may for convenience in this report, take its length and designation from those two cities. Starting from the former, or rather from the opposite bank of the Ohio River, in Newport or Covington, it would traverse the State of Kentucky to the Cumberland Gap, near the southwestern angle of the State of Virginia, then cross the State of Tennessee, and, ascending the valley of the French Broad, in North Carolina, arrive at Greenville, or some other point, in South Carolina, beyond the Alleghany mountains, whence it may pass down to Augusta, in Georgia, by one branch, and by another more immediately to Charleston, in the direction of Columbia. In traversing North Carolina, it might, with facility, the surface of the country permitting, be connected by a lateral road, with the projected Cape Fear and Yadkin Railway; which passing through Fayetteville, is to terminate at Beaty's Ford, on the Catawba River.

The distance between Cincinnati and Charleston, on a straight line, is about 500, which would probably require a Road of 700 miles. South Carolina, however, has al-

ready made a Railway, 135 miles in length, to Hamburg, on the Savannah River, opposite Augusta, nearly in the direction of Cincinnati; and the contemplated Railroad to Paris, in Bourbon county, Kentucky, exactly in the course of Charleston, (for the construction of which there are, in the opinion of your committee, a great many weighty reasons of a local nature,) would have a length of about 90 miles, thus leaving but 475 miles to complete this new and most important communication, between the interior and the sea-board of the south.

The middle of this main trunk would be intersected by the projected Railroad from Richmond, Virginia, via Lynchburg, to Knoxville, in East Tennessee, by which the Old Dominion would acquire a new channel of intercourse with her daughter, Kentucky; and also with several of the States formed out of the North-Western Territory, which was once her property,—travelling from the West to southern Virginia, being thus restored to the route which it took in the infancy of our settlements.

By an extension west, to Nashville, of the Richmond, Lynchburg, and Knoxville Road, the whole of central and northern Tennessee would be enabled, with great facility, to communicate with the Carolinas and Georgia, by means of the southern extremity, with the State of Ohio, by means of the northern extremity of the great highway under consideration.

From the maritime terminations, and the several branches of this extended trunk, let us turn our attention to the northern or continental connections which it would establish.

These would extend, both east and west, from Cincinnati, for several hundred miles, and through every intervening northern point. First, the Ohio River would connect it with western Virginia and western Pennsylvania—embracing the valleys of the Great Kenhawa, Monongahela, and Alleghany rivers: Second, the Ohio and Erie Canal, from Portsmouth to Cleveland, already finished; the Miami and Maumee Canal, in progress from Cincinnati to Lake Erie, uniting at Fort Wayne, with the Erie and Wabash Canal of Indiana; and the Mad River and Sandusky Railroad, from Dayton to the Lake, the execution of which has commenced, would connect it with the entire chain of northern lakes, from the Falls of Niagara to the Straights of Mackinac, and even Green Bay, on the western shore of Lake Michigan, including the eastern border of Wisconsin Territory, north or maritime Illinois and Indiana, the whole of Michigan Territory, a part of Upper Canada, and the centre and northern declivity of Ohio: Third, the Wabash and Erie Canal, just mentioned, and the Railroad from Lawrenceburg, at the mouth of the Great Miami, to Indianapolis, already begun, would carry its advantages into the depths of Indiana: Fourth, the Ohio River from Cincinnati to the Mississippi would connect it, beneficially, with south and west Illinois, Missouri, and the immense extent of unsettled territory watered by the upper Mississippi and Missouri Rivers. Thus the proposed main trunk, from Cincinnati to Charleston, would resemble an immense horizontal tree, extending its roots through, or into, ten States, and a vast expanse of uninhabited territory, in the northern interior of the Union, while its branches would wind through half as many populous States on the southern sea-board.

The extent of this inland communication from north to south, through the centre of the United States, would comprehend at least 15° of latitude, and could only be com-

pared with that established by the Mississippi River. It would not indeed be limited by the continent, for, as many important islands of the West Indies are contiguous to South Carolina, they would, in fact, be comprehended in the new facilities of intercourse that would be established between the south and north, and should, therefore, be taken into the estimate.

Of the physical practicability of constructing the main trunk of the proposed Railway, across the States of Kentucky, Tennessee, and North Carolina, your committee see no reason to entertain a doubt. It is true, that it must traverse many of the branches of the Cumberland and Tennessee rivers, and scale the southern extremities of the Alleghany mountains. One of the branches, however, of the latter river, the Erench Broad, as we have already seen, originating on the slopes of the Blue Ridge, the most southern of the mountain chains, runs to the north, traversing the western angle of North Carolina, to unite with the Tennessee, thus opening a pass through a part of the mountains, and inviting to the enterprise. Of the height of the remaining mountains, your committee cannot speak with confidence, but believe it to be less than that of the Alleghanies, where they are traversed by the Railroad and canals from Philadelphia to Pittsburg. However this may be, no decision of the question of physical practicability can be made, but by competent engineers, on an actual examination of the route.

The question of expense can of course only be settled by the same means. Assuming that the projected Railroad from the Ohio River, opposite Cincinnati, to Paris, in Bourbon county, Kentucky, will, from the considerations limited to the region of country concerned, be most certainly executed, and referring to the actual completion of the Railroad from Charleston to Augusta, the intervening section would not, as we have seen, exceed 475 miles, which, at the high price of 12,500 dollars per mile, would not amount to 6,000,000 of dollars; a sum not greater than is about to be expended by a company of capitalists, in the construction of a Railway within the State of New-York, to run nearly parallel with her Grand Canal, and connect the same waters with the same city.

It may be said, however, that the central part of the Cincinnati and Charleston road would run through a country but thinly inhabited, and furnishing little aid, either in the construction of the road or in swelling the amount of transportation upon it. But why is it so sparsely peopled? Manifestly, in part, because, of all portions of our common country, it is the most inaccessible and the most destitute of facilities for the exportation of its iron, salt, coal, tar, turpentine, and other natural productions. To wait, therefore, for a denser population, as a condition for commencing a great work of Internal Improvement, which only can augment that density, would be to wait for the development of an effect, before resorting to the only cause that can produce it. Let the road be executed, and an instantaneous impulse will be given to improvement in that region. If, however, it were too sterile for such a result to occur, no argument against the project could arise from that fact, for the undertaking is necessary to the reciprocal exchange of the production of the States penetrated by its extremities, in which respect it would be similar to the Philadelphia and Pittsburg route, which, in a part of its course, passes over uninhabited

mountains, and still facilitates an immense trade between the east and west.

Thus it is not necessary that the whole line of an artificial way should lie through a cultivated and populous country, nor need we look to the inhabitants along this or any other projected Railroad or Canal, for the means of its construction. These will be furnished by the capitalists of any and every part of the country, or even by those of Europe, the moment the enterprise is authorized by the States through which it is to be carried on, and the probabilities of a profitable investment are rendered manifest. In the opinion of your committee, the States of Kentucky, Tennessee, and the Carolinas, might, in their sovereign capacity, execute this work, and make it a rich and lasting source of revenue; and, they have as little doubt, that the incorporated joint stock companies would at once be able to command the requisite capital.

Your committee are of opinion, that the strongest motives exist for the immediate execution of this great work. At least half the people of the Union, comprehended, in whole or in part, in East Florida, Georgia, South Carolina, North Carolina, Virginia, Pennsylvania, Tennessee, Ohio, Michigan, Indiana, Illinois and Missouri, are interested in its completion, as they would instantly participate in its advantages; and, as your committee believe, need only to investigate the subject, to be at once aroused to efficient action.

Would it pass, like the New-York Canal, or the projected Railroad from Augusta, in Georgia, to Memphis, in Tennessee, nearly from east to west, and consequently combine regions which have similar climates, and identical productions, its value would be far less. But, as we have seen, stretching boldly from north to south, and, with the present and future public works of the States between the Ohio River and the Lakes, establishing a high road of communication through nearly all the climates and varieties of soil, productions, and people of the United States, it would forever stand alone and conspicuous among the public works of the Union, both in the kind and amount of commercial and social intercourse which it would promote.

The sustenance and manufactures of the corn States, from Kentucky to Michigan, would instantly pass along it to the southern consumer, of the region from Cape Florida to the Chesapeake Bay, avoiding all the delays, commissions, dangers of the river, and dangers and damages of a tropical sea voyage which belong to the Mississippi and Gulf route; and even much of the produce that might be designed for coasting or foreign exportation, would reach the seaports of South Carolina and Georgia, by the same channel, instead of going to New-Orleans or New-York. On the other hand, the tropical productions of the northeast of Cuba, and of East Florida—their spices, sugar, oranges, lemons, and figs;—and the indigo, rice, and cotton of Georgia and Carolina would, by the same direct route, penetrate, in a few days, the interior of the continent, and spread among the consumers, even to the shores of Lake Superior.

Some of your committee, indeed, incline to the belief, that the same channel would, at no distant time, become an inlet for many of the productions and manufactures of foreign countries; for commerce, as far as possible, should be based upon a direct exchange of productions and commodities. Thus the shipping merchants of Charleston and Savannah, might barter their cat-

ton in Europe for manufactures required by the people of the States in the Valley of the Ohio, and exchange the same for their sustenance; the whole operation, both continental and marine, being performed without the instrumentality of any other money than that employed in defraying the expenses of transportation.

Of the amount of the business that would, at length, be conducted on this national highway, the committee scarcely dare to speak. To them it appears of a magnitude, which they fear the meeting and the community at the present time would regard as extravagant and incredible. By the existing population of the portions of country, even now connected with the work, there would be a great amount of travelling and transportation; but the extent to which it would augment the population of the zone of country through which it would pass; the impulse to agriculture it would impart; the manufacturing establishments it would set up, and the lateral Turnpikes, Railroads and Canals it would suggest, to new districts of country, from the western slopes of the Allegheny mountains to the banks of the Mississippi, from the sea to the lakes, would make it the parent of a great system of central internal improvement, and enable it to augment the amount of its articles of transportation to an indefinite degree. These immense pecuniary benefits, accruing to millions of people, should, of themselves, prompt those who are interested to an immediate attention to the work; but there are other and nobler considerations, which should not be overlooked.

No public work could contribute more powerfully to our national defence. Establishing a direct and rapid communication, between the northern and southern frontiers of the United States, separated, unlike the eastern and western, from the dominions of foreign nations by narrow sheets of water only, it would afford facilities for the transportation of troops, munitions of war, and military sustenance, from the centre to the borders, or even from one frontier to the other, with unexampled rapidity; thus favoring a concentration, requisite to national defence in time of war, which could not otherwise be effected; and which would present a new triumph of civilization over barbarism, by making civil public works, an efficient substitute for standing armies and powerful navies, which exhaust the resources and endanger the liberties of a nation.

But the most interesting and affecting consequences that would flow from the execution of this enterprise, would be the social and political.

What is now the amount of personal intercourse between the millions of American fellow-citizens, of North Carolina, South Carolina, and Georgia, on the one hand, and Kentucky, Ohio, Indiana, and Illinois, on the other? Do they not live and die in ignorance of each other; and, perhaps, with wrong opinions and prejudices, which the intercourse of a few years would annihilate forever? Should this work be executed, the personal communication between the north and south would instantly become unprecedented in the United States. Louisville and Augusta would be brought into social intercourse; Cincinnati and Charleston be neighbors; and parties of pleasure start from the banks of the Savannah for those of the Ohio River. The people of the two great valleys would, in summer, meet in the intervening mountain region of North Carolina and Tennessee,

one of the most delightful climates in the United States; exchange their opinions, compare their sentiments, and blend their feelings—the north and the south would, in fact, shake hands with each other, yield up their social and political hostility, pledge themselves to common national interests, and part as friends and brethren.

Finally, the immense summer throng of visitors which annually go up to the north, along the seaboard, would be made still greater, and turning westwardly, through the States of Virginia, Maryland, Pennsylvania, and New-York, spread over the northern centre of the United States, to the shores of the Lakes and upper Mississippi; concentrating on their return in the Valley of the Ohio; having seen what they now never see, and made acquaintance with what at present is unknown to them, the very heart of the Republic. On the other hand, the people of the north would, in autumn and winter, pour down upon the temperate plains of the south, in turn, studying their political, civil and literary institutions, participating in their warm hospitality, catching a glow of southern feeling, gratifying their curiosity, and return enlarged in their patriotism and enriched in their knowledge of our common country. Thus, this travelling, alone, would, at no distant day, reimburse the expenditures by which it might be created, while it would unite with the ties of business, in confining with a new girdle, States which are now but loosely connected, and thereby contribute powerfully to the perpetuity and happiness of the Union.

DAN. DRAKE,
T. W. BAKEWELL, } Committee.
JNO. S. WILLIAMS,

Cincinnati, Ohio, August 15, 1835.

On motion of J. D. Garrard, Esq., seconded by General James Taylor, of Newport, the report was unanimously adopted.

Dr. Drake then offered, from the committee, the following resolutions, which were severally adopted:

SUPPLEMENTARY REPORT.

* The Committee to whom was referred the subject of a Railroad from Ohio to South Carolina, having prepared a series of resolutions to be offered in case their report should be adopted, beg leave to present the following:

1. Resolved, That a Standing Committee of Inquiry and Correspondence be appointed, consisting of seven members—four from Cincinnati, two from the adjoining part of Kentucky, and one from eastern Indiana; four of whom shall be a quorum.

2. That it shall be the duty of said Committee to elect from their own body a Chairman and Secretary, and take immediate measures for the publication and dissemination of the report just adopted, together with such communications as they can promptly obtain, and such an address of their own as they may consider relevant to the subject.

3. That it be recommended to them, to make an immediate communication to the Governors of each of the States and Territories, interested in the proposed work, requesting them to bring the subject before their respective Legislatures, at their next sessions.

4. That they be requested to adopt such measures as may be practicable to inform and interest the people living near the proposed Road, relative to the subject.

In pursuance of the first resolution, the following gentlemen were appointed a

Standing Committee of Correspondence and Inquiry:

Gen. William H. Harrison, }
James Hall, Esq., } Of
Edward D. Mansfield, Esq., } Cincinnati.
Dr. Daniel Drake,
Gen. James Taylor, Newport, Ky.
Dr. John W. King, Covington, Ky.
George A. Dunn, Esq., Lawrenceburg, Ia.
The meeting then adjourned, subject to the call of the Committee.

T. W. BAKEWELL, Chairman.
JAMES McCANDLESS, Secretary.

RAILROAD ACROSS THE MOUNTAINS.—It will be seen that the Mayor, at the request of a number of citizens, has called a town meeting at the Exchange, to-morrow, the 19th inst., at 12 o'clock, for the purpose of considering the subject of the construction of the railroad from Cumberland to Brownsville, and thence to Pittsburg and Wheeling—and of appointing delegates to represent this city in the Convention which is to be held at Brownsville on the 25th instant. The work in question is of vital importance to Baltimore, and is worthy of all the aid which can be brought to bear upon it.—[Baltimore American.]

CANAL INTELLIGENCE.

We insert with pleasure the annexed correction:

[FOR THE NEW YORK AMERICAN.]

ERROR CORRECTED.—Mr. Editor: Will you permit a stranger from the City of Brotherly Love, to remove an impression made in your paper last evening, that might, and probably has led some of your readers to suppose the tolls received in Pennsylvania, for the year ending on the 1st of November, amount to the sum of \$403,008, and no more, on the Inland Improvements, in that State. Your paper says:

"PENNSYLVANIA.—The receipts from the Canals of the State, for the year ending November 1st, were \$403,008. Those from the New York Canals, for the same period, will more than treble that amount."

The Auditor General of Pennsylvania reports:

| | |
|---|-----------|
| The receipts on the public canals, for the year 1835, | \$403,006 |
| do on the public railroad uniting the main canal, between Philadelphia and Pittsburg, | 981,379 |
| | 684,387 |

| | |
|--|---------|
| To which add—Schuylkill canal, for the year, (an incorporated company,) | 320,000 |
| do Union canal, leading from the Schuylkill to the Susquehanna, | 175,000 |
| do Lehigh canal, leading from Mauch Chunk coal mines to the Pennsylvania canal, at Easton, | 130,000 |

Making together, \$1,309,387

This amount may be fairly considered the product of Tolls on the Pennsylvania improvements, for the year 1835, independent of the Chesapeake and Delaware canal, and a variety of railroads leading from the city of Philadelphia into the interior of Pennsylvania.

VIATOR.
New York, December 1st, 1835.

THE MORRIS CANAL was closed on the 12th inst. for the season. The water was drawn off one month earlier than usual, in consequence of the necessity of altering the Inclined Planes, and making other improvements to facilitate the navigation with increased tonnage, previous to the cold weather setting in.

The total number of boats which have been cleared during the season at the head of the Canal at Easton, for Newark and intermediate places, is 2096, carrying 41211 tons, 13 cwt. We understand that arrangements are in progress to get the Canal in operation at an early day in the Spring, when the business will be increased by enlarged facilities, heretofore wanting.—[Newark Daily Adv.]